METRO F Line – Recommended Corridor Plan

St. Anthony East Neighborhood Association | April 25, 2023
Nasser Mussa, Community Outreach Coordinator
METRO F Line Bus Rapid Transit

• Faster, frequent, all-day service
• 13-mile corridor from downtown Minneapolis to Northtown Transit Center
• Substantial upgrade to Route 10
  – F Line will be the primary service on Central in Minneapolis
• All-day, all-purpose ridership
• Improved speed and reliability
• Planned 32 stations with enhanced features
  – 2 proposed on border of neighborhood
• Targeted opening in 2026
Arterial BRT:
Designed to be faster, more reliable, and easy to use

1/8 mile between stops
1/3 to 1/2 mile between stations

2–3 stations per mile for faster trips
High-tech, high-amenity, secure stations
Pre-boarding fare payment for faster stops

Higher-capacity buses & boarding through all doors
Bus priority signals & lanes
Faster, frequent, all-day service

metrotransit.org/brt
What will F Line stations look like?

**A** Pylon markers help riders identify stations from a distance.

**B** Real-time NexTrip signs provide bus information, and on-demand annunciators speak this information for people with low vision.

**C** Shelters provide weather protection and feature push-button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (small shown here).

**D** Ticket machines and fare card readers collect all payment before customers board the bus.

**E** Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.

**F** Stations feature trash and recycling containers.

**G** Platform edges are marked with a cast-iron textured warning strip to keep passengers safely away from the curb while the bus approaches. Many stations also feature raised curbs for easier boarding.

**H** Platform areas are distinguished by a dark gray concrete pattern.

**I** Benches at stations provide a place to sit.

**J** Most stations have bike parking.

At some stations, railings separate the platform from the sidewalk.

Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment.
Project schedule

F Line identified: March 2021

Early project coordination: 2021 – 2022

Draft Corridor Plan: Comment period Oct. 24 - Dec. 5, 2022

Recommended Corridor Plan: Comment period April 12 – May 14, 2023

Final Corridor Plan approved: Summer 2023

Engineering: 2023 – 2024

Construction: 2025 – 2026

Seeking community input to establish station locations

Community engagement
Corridor Plan contents

• Early, important opportunity for community input

• Station locations: station intersections and locations of platforms within each intersection

• Concept bus service plan

• Priorities for bus priority treatments to meet speed and reliability goals

• Project history and planning process to date

View the Recommended corridor plan at metrotransit.org/f-line-project
Recommended Corridor Plan engagement

• Collecting feedback
  – Public comment period: **April 12 – May 14**
  – Survey linked on project website [metrotransit.org/f-line-project](http://metrotransit.org/f-line-project)
  – FLine@metrotransit.org, 651-829-5305

• Meeting people in community
  – Door knocking
  – At bus stops, aboard buses
  – Neighborhoods and community groups
  – Staff at libraries and other public places

• Postcards, email subscriptions, social media

• Translation: English, Spanish, Somali, Hmong, Oromo, and Arabic
Station Locations

• 2 new stations proposed on Central in the St. Anthony East neighborhood

• Station location considerations
  – Pedestrian safety and environment
  – Land use and access to destinations
  – Spacing between stations
  – Existing ridership
  – Connecting transit service
  – Community input
  – Speed and reliability
  – Street design and available right-of-way
Central & Spring

• Proposed platform locations are at **existing** Route 10 bus stops

• Exploring potential closure/slimming of 3rd Avenue entrance from Central Avenue
  – Accommodate northbound platform, improve pedestrian space
  – Maintain access to 3rd Ave from Spring
  – Engaging business and property owners

• Coordination with MnDOT, City, County
Central & Spring (2)

• Station with the 3rd greatest number of comments received during Draft Corridor Plan public comment period
  – 12 in support, 5 in opposition
  – 332 total comments (project wide)

• Support
  – Proximity to Spring Manor and Clare housing
  – Potential closure/slimming of 3rd Avenue entrance from Central Avenue

• Opposition
  – Unnecessary given nearby stations at Broadway (1/4 mile north) and 1st Ave/7th St (1/3 mile south)
    • Station meets spacing guidelines; serves important destinations; consider hills and limited mobility
Central & Broadway

• Proposed platform locations are at existing Route 10 bus stops

• Transfer to Route 30 (on Broadway)

• On bridge, posing construction limitations and resulting in modified platform design

• Coordination with MnDOT, City, County

• 10 comments received during Draft Corridor Plan public comment period – all supportive
Help us plan F Line station locations

• Review the Recommended Corridor Plan and comment by **May 14**
  – Submit comments via survey [metrotransit.org/f-line-project](http://metrotransit.org/f-line-project)
  – Email FLine@metrotransit.org
  – Call Nasser Mussa, Community Outreach Coordinator at 651-829-5305

• Sign up for the F Line Update newsletter
Thank You!

Nasser Mussa
Community Outreach Coordinator
nasser.mussa@metrotransit.org